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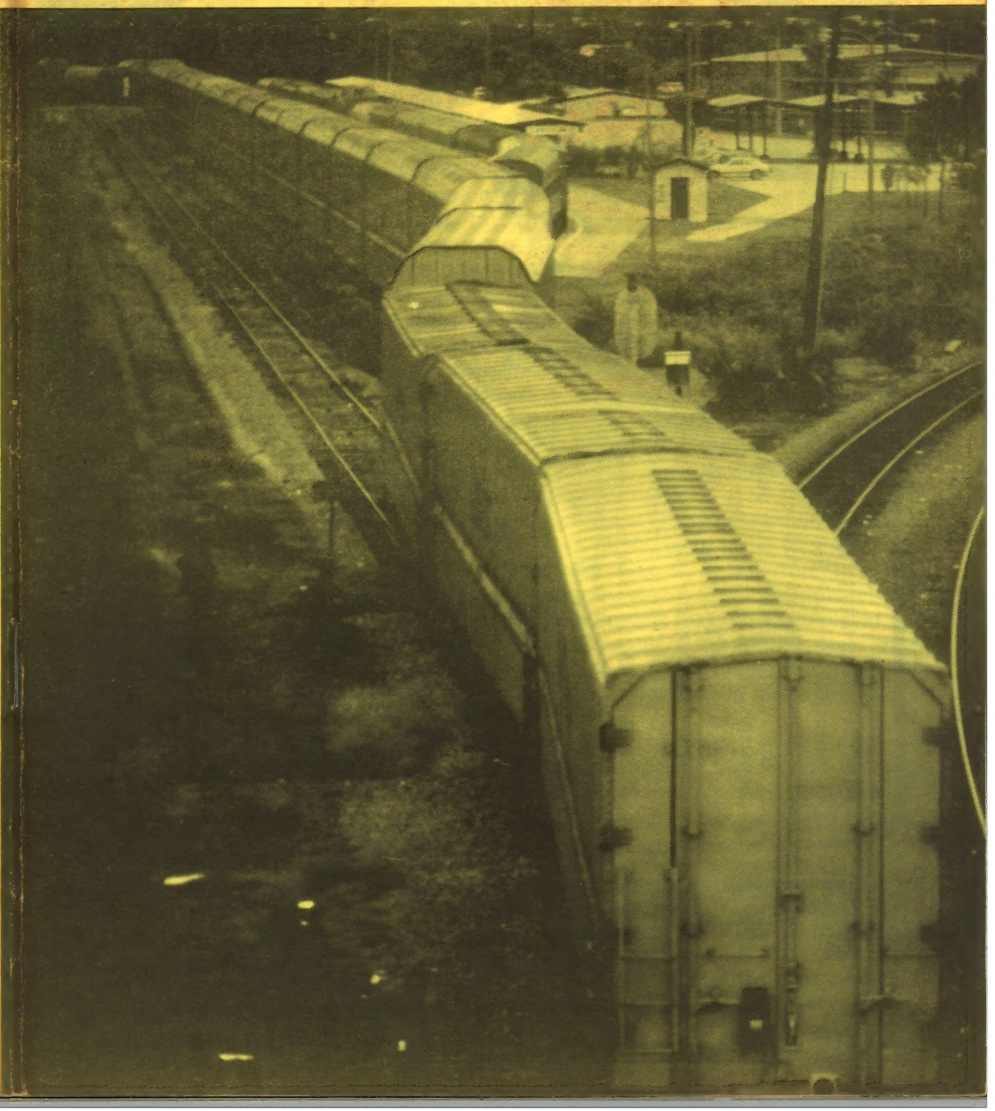

Richard Steinheimer and Ted Benson

GROWING UP WITH TRAINS—II

A Northern California Album

GROWING UP WITH TRAINS . . . what was it like for you? For Ted Benson it was going to see steam-powered *Daylights* on Sunday after church, lying awake until SP's *West Coast* whistled into town . . . and chasing the Tidewater Southern on a bicycle, capturing the interurban's image on 19¢ film in a plastic camera.

NORTHERN CALIFORNIA had railroad magic: SP's Cab-Forwards struggling over the Sierra, Santa Fe's *Golden Gates* streaking down the Valley, Bay Area steam/electric/marine diversity, Covered Wagons on the Altamont, and more. The magic is still there—shining from every page of a new book by Richard Steinheimer and Ted Benson. Starting with the brilliant color cover, this book includes the photographic talents of Wilbur C. Whittaker, Albert C. Phelps, Guy Dunscomb, Art Alter, Al Rose, Alfred Haij and, of course, Stein and Ted who put it all together magnificently in a volume featuring 190 crisp photos including 16 pages of full color. It's a worthy sequel to the first "GROWING UP" covering Southern California, which Stein co-authored with Don Sims last year. Now . . . ask for GROWING UP WITH TRAINS II—A Northern California Album!

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ON THE COVER

The date is Nov 7 and the southbound AUTO TRAIN, Amtrak train 53, has just arrived at Sanford FL . The train has been split into passenger car and auto-carrier sections for unloading. The photo is from a color transparency taken by Robert Clark via telephoto lens from the highway 46 overpass under construction about 500-600 feet from the end of the AUTO TRAIN terminal platform.

LETTERS

There was bad news and good news resulting from the recent Amtrak derailment near Marshall, Texas. The bad news was the four fatalities. The good news was some 160 passengers who emerged alive due to the remarkable performance of the Superliner cars under accident conditions.

There may be more good news. Perhaps it will cause Amtrak to awaken from their fantasy and realize that a railroad cannot be run without people to take care of people who need people—at the right time and place—not just sometimes. Only a few weeks ago the dreamers at Amtrak were on a crusade to eliminate station agents at many smaller cities including Longview and Texarkana. At that time someone spoke up and voiced concern as to what would happen if an accident should occur in the resulting void between Little Rock and Dallas with nobody on hand representing Amtrak to oversee rescue operations. Amtrak's position was that travel agents could take over the main responsibilities of the agents.

We just found out what would have happened. Due to public concern, Amtrak's scheme was at least partially scuttled, altho some cuts in station staffing were made. One of these people to be laid off and forced back to the extra board was an extremely dedicated and conscientious employee by the name of Grif Hubbard, former agent at Texarkana until the cut was made. It so happened that Grif had been called back for one day of work on the date of the accident. He had reported for duty at the Longview station and collected materials needed to board a group of students scheduled to entrain at Marshall, where there is a stop but no agent. He set out for Marshall in his automobile and had his scanner in operation monitoring radio traffic on the Missouri Pacific. He could have been listening to rock and roll music on the car radio.

About half-way to Marshall, he heard the report of the accident, altered his course, and went directly to the site. He was the first Amtrak employee to arrive on the scene. Shortly afterward, he was joined by the present Texarkana agent, Bob Barton. In short order they established communications with the Longview agent, Frank Skelton, who remained on duty as long as it was necessary facilitating orders for rescue equipment and buses for the passengers. It was late in the evening before any of the Amtrak brass arrived. It fell on the shoulders of these men and local officials to carry the load. Fortunately, it was Saturday and the woods were full of hunters, many having mobile radios, which the Amtrak employees mobilized to expedite communications.

The big question: Where were all the travel agents who are supposed to be the answer to everything? Were they on hand to do the job the station agents performed? Obviously they were not. Without the people who would have been gone if Amtrak's policies had prevailed, there would have been no one to officiate. Sitting in the bureaucratic fog in Washington, Amtrak's management never seems to see these things.

The other good news is that the Marshall wreck no doubt has succeeded in doing what Amtrak's moronic marketing department has failed to do in the past nine years—make the public aware that Amtrak serves Dallas. Repeated observations indicate that half or more of the people in Dallas do not know that Amtrak exists in Texas and many of the ones who do think the nearest service is in Fort Worth.

After the wreck, the TV stations had some great pictures of the train. True, half of it was lying on its side—but at least the publicity was there for a change. You can't have everything. They drew a beautiful map showing where the train goes, describing its route and the fact that it operates into Dallas Union Station, exposure that Amtrak has never

attempted. Several pages of newspaper copy were devoted to the EAGLE and Amtrak in general. Until this happened, Amtrak was one of the best-kept secrets in Dallas. The publicity, even making allowances for the four fatalities, and in something less than an optimum setting, was priceless and superior to any Amtrak has ever accounted for.

Perhaps Amtrak should fire the marketing department and stage a wreck periodically. It might be more cost-effective.

M. D. Monaghan, NARP Director at Large
Garland, Texas

It is distressing to observe the Jekyll and Hyde behavior of the Amtrak organization. Advances such as AUTO TRAIN and Florida First Class service are followed by gross blunders like the SPIRIT OF CALIFORNIA demise and complaints by NARP and others of deception by Amtrak management.

I feel impelled to add my voice to the increasing protests for the reason that Amtrak's behavior is all too symptomatic of traditional, outmoded railroad management.

The issue of deception in particular is of great concern because it has long dogged the railroad business. This perceived deception in many instances results from the autocratic rule of top management—a malaise well-known in the railroad industry. Autocratics typically rule rather than manage, which leads to organizational schizophrenia as the autocrat abruptly and without prior notice changes a course set by lower management. These lower managers must then contradict themselves in public, but what is perceived as deception may be the manifestation of poor management.

What about Amtrak? As more reports appear in the press, it is becoming increasingly evident that Mr. Claytor may well be a traditional railroad autocrat. Certainly the reports of numerous pet projects are disturbing. In addition, Mr. Claytor's railroad experience is very much from the old school. To top it off, his alma mater, the Southern Railway, is well-known within the industry for its elitist attitudes.

When looking for a source of Amtrak's problems, the clues suggest taking a closer look at the chief executive. Never mind worrying about the Marketing VP or other managers because Amtrak is unlikely to be swayed by public opinion if the top man isn't listening.

Donald C. Anderson
San Francisco, California

Andrew Selden's article "The cost of idle capacity: A lesson in lost opportunity" (RTN 275) exactly hits the mark, and a couple of cases in point are in order to illustrate the concept.

On Sunday, Sep 25 I had the pleasure of eating breakfast with the operator of the first rail-based tour to stop and visit Austin (we hope there will be more), and he related to me the difficulties he had with Amtrak regarding obtaining sleeping car space for his group. Amtrak finally agreed to operate a second Superliner sleeper on train 21 departing Chicago Sep 23, but would not lay the car over in San Antonio for one cycle (two days), so the group could use it to get to Los Angeles. Instead, they were to deadhead the car from San Antonio to Los Angeles on train 1. To make a long story short, apparently someone goofed, as deadheading is what Amtrak typically does. Instead, the car found its way into the computer, sold out between San Antonio and Chicago (the tour group was occupying only a small fraction of the room space) and ran all the way to L.A. with a very respectable load (almost full much of the way). This type of demand for space on the EAGLE, particularly in the sleeping cars, is typical of the situation down here in Texas, but Amtrak continually refuses to address the issue, preferring, as Mr. Selden points out, to keep the cars idle because their average-based accounting and planning system leads them to believe they lose money on each additional passenger they carry.

Consider the economic consequences of Amtrak's serendipitous behavior regarding this car. Sleeping car passengers generally will not ride on a long-haul coach, so the passengers gained would most likely have used other modes had the space been unavailable. If, for example, only 20 passengers, all with All Aboard America tickets, used that car and had paid an average of $50 each for room charges, and if they were traveling east of El Paso only (single region charge), Amtrak made a marginal $4500 in revenues by operating the car instead of running it empty. Since the car was deadheading anyway, the only marginal cost was for the attendant and laundry. In fact, the car grossed far

in excess of the figure above, because it was essentially full north of San Antonio and heavily loaded east of El Paso, and some passengers paid much more than an average $50 room charge, which in fact will not even get you to St. Louis from Austin in a single economy bedroom.

Consider also the ridership figures on the EAGLE for August. There was a decline in ridership of about 49 passengers per trip. This can be explained if one notes that in 1982 Amtrak was running an extra coach between Chicago and Fort Worth, but in 1983 they generally were not, even tho they had additional space at San Antonio and thus did not need to pay to have the car switched at Fort Worth. Not accommodating this demand cost Amtrak about $7350 in lost revenues per trip, or $191,000 for the month of August, if one assumes an average $150 fare which is the single-region All Aboard fare diluted to include short-haul riders. The revenue loss was probably much higher. This should be clarified by noting that the train ran standing-room-only much of the summer, and particularly in July and August. In fact, on one trip, a train chief refused to allow the train to leave St. Louis and was involved in a long three-way spirited conversation with management demanding, and eventually getting, an extra coach to Fort Worth to accommodate 24 angry standees. Amtrak management was simply willing to let them stand all the way. I have personally seen large crowds this spring and summer who are forced to sit up all night in the diner and lounge of this train because the train was oversold.

One could argue, in fact, that the train fills up in proportion to the number of cars put on it, as do many other of the long-hauls. But Amtrak is preoccupied with letting the equipment sit idle, or deadheads it, preferring to concentrate their efforts on such catastrophic failures as the New England Metroliners, where they are defying even the laws of business by creating a $1 million ad campaign which causes a steady *decrease* in patronage. What would happen to their profit-loss statement if that million, and other monies they have squandered away, were spent on keeping the Western car and locomotive fleet operating at high capacity?

I am reminded of the events of early summer 1982, when Amtrak was basically forced to operate the Seton Hospital special out of Austin. A large group attempted to book 300 coach seats on train 22 for the day after the special ran, and were told they could not be accommodated due to lack of equipment. Meanwhile, back in the real world, over 700 empty Superliner coach seats were merrily deadheading their way back from Austin to Chicago, running up the track alongside the charter buses on which the group was riding. *This* is a business?

Dr. E.P. Hamilton III, P.E.
Chairman, Amtrak Committee
Austin Chamber of Commerce
Austin, Texas

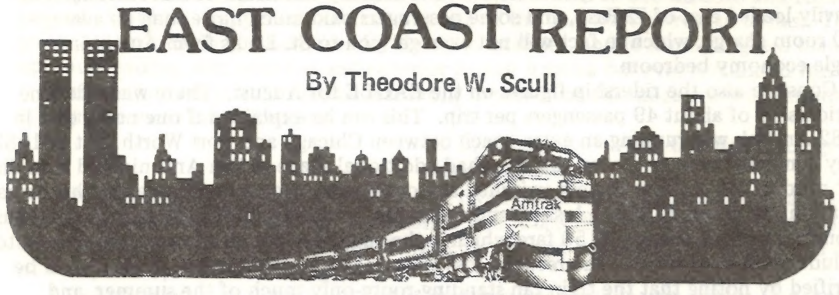
The article, "How to restructure Texas trains", by Duane W. Roller (RTN 279), surely deserves consideration and study. I, however, have in mind a plan which I believe would better serve the area and would require many less train-miles and would continue to provide the service now provided by the EAGLE between Chicago, St. Louis, Little Rock, Dallas, Ft. Worth and also the areas mentioned in Mr. Roller's article.

Without going into detail and providing specific schedules (this information is available), my plan would link up New Orleans to Houston, to Dallas-Ft. Worth over the SP or BN, Ft. Worth, El Paso via the T&P route, Tucson, Phoenix and Los Angeles. Temple, Austin and San Antonio would be served by the Newton, Wichita, Oklahoma City extension of the SOUTHWEST LIMITED. It would continue on south from Ft. Worth. These trains would cross at Ft. Worth during the middle of the afternoon and exchange cars in all directions. The extremely lightly populated area between Houston and San Antonio which has no intermediate stops

(continued on page 19)

EAST COAST REPORT

By Theodore W. Scull



New York State's $1.25 billion transportation bond issue passed by a comfortable margin in the November elections, with the greatest support coming from New York City and the immediate metropolitan area. Governor Cuomo, who had his political reputation at stake, and Mayor Koch, appeared together in the campaign to get the proposition approved by the voters.

Radio ads used scare tactics with vivid descriptions of yawning potholes ready to gobble you up and rusy bridges about to collapse beneath you. There was little said about rail transportation, as most of the money was earmarked for highway and bridge repairs.

★★★

The Metropolitan Transportation Authority announced on Nov 19 a plan that would raise the tolls on its subsidiary's (the Triborough Bridge and Tunnel Authority) bridges to help keep down the proposed hefty fare increases on the subways, buses and commuter railroads slated for early 1984. The tolls would rise from $1.25 to $1.50 on the six bridges, creating $50 million more which could soften the transit fare increase to 15 cents instead of 25 cents, and see a somewhat less than 50% rise on the commuter trains. The Triborough authority makes a profit, and in 1983 will contribute $150 million to mass transit.

★★★

Both the *Daily News* and the *New York Times* carried a story about expected delays in removing all the "red tags" from the city's subway lines because of the shortage of essential parts. The inventory of "C" plates, used to secure the tracks, was only 65% of what was needed to bring the number of emergency repair spots down to 90 by the year's end. Shortages in the inventories of bus parts had meant that an average of 70 buses a day remain idle in the garage. ★★★

Resorts International is planning an expansion of its Atlantic City gambling operations by buying the 30-acre site of the city's railroad terminal. Resorts expects to have a new $175 million railroad facility, casino-hotel and parking lot completed by the end of 1985, with some of this money paying the state's $8 million and the city's $12 million share of the rail improvements. The private company may not actually own the station that it plans to build.

On the same day it was reported that the two Atlantic City airports plan a $3.7 million expansion to handle the expected big increases in air traffic. Of that, $1.1 million will come from the federal government and $2.6 million from the Airport Authority subsidiary of the city's Transportation Department. In 1980, 3,800 passengers used the international airport while in the first ten months of the year 541,408 passengers passed thru the facility. Most of the foreign flights come from Canada and the Caribbean.

★★★

In Orlando, Florida a lot of coverage has recently centered on the plans for a rapid transit system and whether the route(s) finally chosen will primarily serve local residents or tourists. If the tracks run from downtown to Walt Disney World, more local people will have access to the 20-mile line, but if it runs to the airport it is the tourists who will benefit most. An editorial in the *Orlando Sentinal* calls for the complete plan to be put before the public before ground is broken for any of the three phases. (Thanks to Steve Evans for this news.)

★★★

After reading in RTN issue 278 about the spate of anti-Amtrak letters that recently appeared in the *New York Times* Travel SEction, rail advocate Anthony Perl had his own more positive experiences riding Amtrak published on Sunday Nov 13. Not only did he commend Amtrak for recent improvements in service, but he described the uniqueness of train travel, which he said made arbitrary standards hard to apply when comparing the modes of air, car and rail. In addition, a Bronx letter writer, who takes most of his vacations by train, said that the many published letters have been unfairly critical of Amtrak. He wrote that Amtrak had made great strides in its 11-year history and urged that it be given a chance. Thanks also the *Times* for striving to return to a level of fair and equitable journalism when reporting the rail mode.

★★★

Recently, in order to have a full 8-hour day in Albany, I rose at an ungodly hour to catch the newly-reinstated early morning departure from Grand Central to the capital city—the BEAR MOUNTAIN at 7:30am. Expecting a larger than usual crowd because of the Greyhound strike and heavy fog conditions at La Guardia, I was at first surprised when I counted only 28 passengers on the 5-car Turboliner as it left Grand Central, including five in the custom class coach. The conductor said that the train had been averaging in the high 30s since it started running on Oct 31. But I guess that the Greyhound passengers merely switched to Adirondack Trailways, and the stranded air passengers would not have been able to get into the city in time for this first train.

One passenger boarded at Croton-Harmon, and one more joined at Poughkeepsie, then it was nonstop to Albany. The fog was so thick at times that I could not see the Hudson, let alone across the river. However, I could see that the train had not been washed, and the dirty Turbo arrived on time at Albany-Rensselaer.

The return trip was not quite so successful. The last departure of the day, the ADIRONDACK from Montreal, was reported 1½ hours late due to a freight derailment on the Delaware & Hudson. The clerk at the station assured me that the train had passed the site and would arrive at 9pm. Then at 8:55 the TV screen changed the expected arrival time to 10:30pm, with no live announcement made until 9:05. The delay was now longer than the actual journey time. I do not know if there is a policy about running backup sections, but none was forthcoming for the 60 waiting passengers. The delay, coming in two intervals, did deter any of the gathered throng from taking a taxi across the river to Trailways.

In the meantime, the LAKESHORE's two sections arrived, early from Boston and on time from New York. The conductor reported that the coaches from New York were full—that is, the two thru cars to Chicago and two more taken off here for Corridor passengers.

The ADIRONDACK did arrive at 10:30pm with 20 passengers aboard the two open cars, an Amdinette and a coach. The conductor opened the forward coach for the throng of 60, and after a 15-min engine change, we sped on to Grand Central, arriving at 1:25am, instead of the evening before at 10:17pm.

Local passengers were galloping for the last trains of the"day", the 1:30am North White Plains Local and the 1:30am Stamford Local before the terminal gates slammed shut for the night. I did what I never do—took a taxi home. Having arisen at 5:45 that morning and then having to get up at 6:30 the next morning, I was a wreck all day.

★★★

There will be no East Coast Report for the next issue of RTN, as I shall be joining the P&O liner "Canberra", en route from England to Australia, at Bermuda as a lecturer for a 16-day voyage thru the Panama Canal to the West Coast. One talk, incidentally, will be about traveling by train from Oakland to Seattle, then across Canada from Vancouver to Montreal and finally back to New York. During the talk, I plan to run all the trains on time.

DON'T MOVE without sending your change of address to RTN.
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Don't rely on the Postal Service to forward your mail!!!!!

The INTERNATIONAL: One Year Later

by Duane W. Roller

After a disappointing first few months the INTERNATIONAL between Chicago and Toronto has firmly taken its place as one of Amtrak's stronger medium-distance trains. At the end of October it celebrated its first birthday, which afforded this reporter, a frequent passenger and RTN's representative on the inaugural run, an opportunity to reflect on that first year.

The first few months of operation did not bode well. In Nov 1982 business dropped 22% from the previous year of operation of the Port Huron stub service; this was not only due to inevitable loss because of a major schedule change, but also to a series of operational problems, notably repeated failures of the LRC engine, as well as a poorly-handled derailment-induced annullment the second weekend of operation. Customs delays, especially on the Canadian side, and delays at Hammond-Whiting also contributed to the poor showing.

But business immediately began to rise from this low point. By the first of 1983 it was off only 11%, and by spring there were increases. Summer produced an incredible jump in traffic, culminating in a 32% rise in August, the highest gain anywhere on Amtrak, and an all-time high of over 13,000 passengers for the month, surpassing the previous record set in August of 1980. Removal of the unreliable VIA trainsets and speedier customs inspections contributed to this change.

So there is little doubt that the service is a success. And Amtrak is beginning to make it more attractive, by replacing the Amdinette cars with modified versions which have lounge space instead of coach seats.

Problems remain, however. VIA's handling of its portion of the service is casual, and late arrivals of the westbound train into Port Huron are too frequent. This makes it difficult to remove the schedule padding on the GTW, which, if done, could result in more connections in Chicago. And it seems less than fair for Amtrak to continue to alleviate VIA's equipment problems by providing all the equipment for all the joint Amtrak-VIA services. Customs inspections are still too slow, and inspectors will not ride the trains. The lack of full dining service for a 495-mile run has been frequently noted in the media. And the Hammond-Whiting bottleneck continues, all the more frustrating because of the dismal business generated by the station and the bottleneck's ability to make an on-time train lose half an hour in the last 17 miles.

The westbound is only 47 minutes behind the LAKE CITIES, which has meant very little local business west of Battle Creek. This could, however, be alleviated by running the LAKE CITIES earlier—it hardly needs the 55 minutes' dead time in Detroit—and thereby allowing that train to connect with trains 3 and 21 in Chicago. Then the INTERNATIONAL would pick up more business on the west end.

Nevertheless, the service is off to an excellent start, a good example of how Amtrak can vastly improve its network by filling in a number of small gaps. Only 2.4 miles of route were added; yet these 2.4 miles generate thousands more passengers a month. There should be a message here for St. Louis-Carbondale, Kansas City-Omaha and the like.

As a final note, standard equipment is two Amfleet coaches and the modified Amdinette. Four coaches or more are normal on weekends, and VIA frequently adds Tempo cars east of Sarnia on weekends.

☆☆☆

September ridership figures, just received, indicate a 55% increase for the INTERNATIONAL, , even greater than the 32% rise in August. September riders numbered 8,115 compared to 5,234 in September 1982. This magnitude of increase was the second greatest in the Amtrak short-distance category, exceeded only by a 63.6% increase on the Seattle-Portland route.

West Side Progress

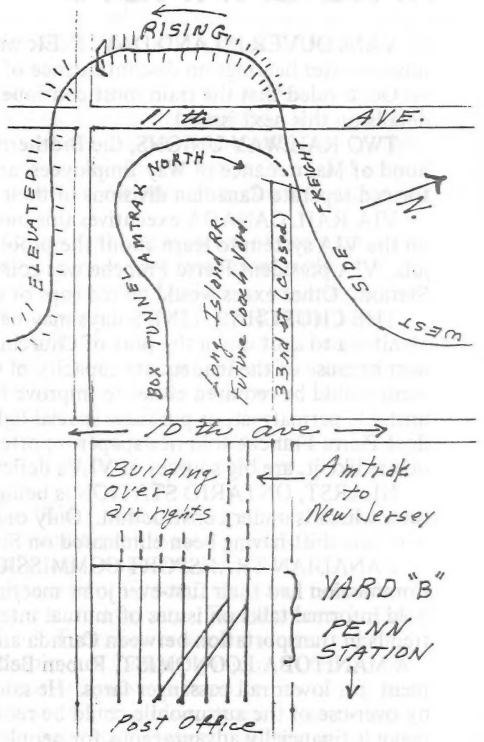
BY KEVIN GREGOIRE & WALTER GEHRING

On Saturday, October 1, MassARP President Kevin Gregoire and Walter Gehring walked nearly the entire length of the proposed Empire Service-Northeast Corridor connection over the West Side Freight Line in Manhattan.

Starting at Penn Station and armed with a USGS Central Park Quadrangle (7.5 min. series) topographic map, we walked the line as far as the George Washington Bridge, where increasing darkness and rainfall caused the two soggy and tired walkers to call it a day. A ride back to GCT on the former IND and Flushing lines allowed us time to take the LAKE SHORE home.

We were surprised to see that the Long Island Coach Yard two blocks west of Penn Station was completely excavated, and Amtrak's concrete box tunnel running thru it about 80% buried is 75% complete. It appears that tunneling under Tenth Avenue has begun.

The linkup from the end of the box tunnel under the coach yard to the existing West Side Freight Line can be seen under some rough planks covering the roadway running along the north side of the yard. At 11th Avenue and 33rd Street the existing track comes above ground on a gigantic loop bridge that runs first west, then south, then east before turning south into lower Manhattan. As it will be, just where a southbound train would have risen to the surface and climbed the bridge-like structure, it will instead turn left or south into the box tunnel and into Penn Station. The West Side Line continues northward between 10th and 11th Avenues under the numbered streets until it reaches 60th Street, where it crosses 11th Avenue on a northwest bearing. From 60th Street to 72nd, the tracks run thru the old 60th Street yard, which is now completely bare except for the West Side double track main running along its east edge. At 72nd Street the tracks plunge under Riverside Park to emerge at Grant's Tomb at 123rd Street. More about that later; let's back up a bit.



Between 34th Street and 60th Street the line runs thru an open cut. The cut is generally wide enough to contain the two tracks still in place plus an access road. The walls are of black igneous rock, either basalt or very stained granite. Over most of the right-of-way, buildings have been suspended over the tracks, but it is open here and there, and not at all tunnel-like. Many shrubs and trees, not to mention trash, line the right of way. At about 40th Street the open space under the buildings is very wide and seems to have plenty of space for the planned wye.

At 123rd Street the line emerges near Grant's Tomb on a viaduct parallel to and attached to the West Side Drive, and after crossing 125th Street, which is in a canyon of sorts, enters scenic Riverside Park on ground level. On the east side of the tracks is a gray retaining wall most of the way, and on the west side the geologically famous Palisades can be seen with only the elevated West Side Highway in between. The Palisades is a basalt cliff on the New Jersey side of the river. As we approach the George Washington Bridge from the south, the line begins a long, sweeping curve around its foundation, where there is a beautiful, unobstructed view of the river, Palisades and parkland.

The tracks are in surprisingly good condition, particularly on the northern end. We noted that every sixth tie was extended to accommodate the third rail, which was once in place. Ballast is good, and a few signal bridges are in place. There should be no trouble running at 60mph as far south as the tunnel, which extends from 72nd Street to 123rd Street. Even after that, the tracks are only gently curved until the new connection and box tunnel are reached.

Our impression was that Amtrak could be using the property after two construction seasons if it had the money and the will to do so.

☆☆☆

(Reprinted with permission from The Depot Street Journal, newsletter of MassARP.)

RAIL CANADA

VANCOUVER ISLAND DAYLINER was saved by the Canadian Transport Commission after hearings on discontinuance of the Victoria-Courtenay train. The CTC on Oct 8 ruled that the train must continue running for five more years. (More details on this next issue.)

TWO RAILWAY UNIONS, the Brotherhood of Railway Carmen and the Brotherhood of Maintenance of Way Employees, announced this month that they have formed separate Canadian divisions of their organizations.

VIA RAIL CANADA executives this month were temporarily taking lowly jobs on the VIA system to learn about the problems railway workers encounter on the job. VIA president Pierre Franche was going to check tickets at Montreal's Central Station. Other execs would be red caps or on-board cafe attendants.

THE CHURCHILL LINE'S days may be numbered. There is much pressure in Manitoba to shut down the port of Churchill, on Hudson Bay, as a grain shipping port because of the inadequate capacity of CN's line to that point. A large investment would be required either to improve the track, much of which is built upon unstable permafrost, or purchase special lightweight grain hopper cars. VIA President Pierre Franche told newspaper reporters earlier in November that the line, and others like it, are big sources of VIA's deficits.

HEARST, ONTARIO STATION is being replaced by a small 23x35foot structure, which is under construction. Only one operator is now on duty at the station, with one shift having been eliminated on Sep 30.

CANADIAN TRANSPORT COMMISSION and the U.S. Interstate Commerce Commission had their first-ever joint meeting, in Montreal on Oct 25 and 26, to hold informal talks on issues of mutual interest and to consider present and future trends in transportation between Canada and the U.S.

A MANITOBA ECONOMIST, Ruben Bellan, recently put forth a cogent argument for lower rail passenger fares. He said that the national waste represented by over-use of the automobile could be reduced if VIA charged lower fares, to make it financially advantageous for people to take the train rather than the car. "The change wouldn't be revolutionary. Users of rail transport would still pay, only they would pay more in taxes and less in fares. The reduction in fares would induce more people to be users, so that the proportion of costs covered by taxation might rise very little."

URBAN-SUBURBAN TRANSIT

THE BALTIMORE METRO opened for revenue service on Nov 21 (see separate article starting on page 12). NARP reported that the closest station on the line to Amtrak is the State Center Station. However, the consumer group advised passengers not to walk the distance after dark.

LONG ISLAND RAIL ROAD said it was providing 14 extra trains and adding cars to other trains on Thanksgiving Day, Nov 24, to serve an anticipated 28,000 more passengers.

THE "BIG GAME", the Stanford-University of California, Berkeley football game, was held this year Nov 19 at Stanford. Caltrans ran special Big Game trains from San Francisco on its Peninsula commute line, and these were well-patronized. They received good writeups in the newspapers afterwards.

SOUTH SHORE TRAIN 109 which left Chicago at 10:20am Nov 11 collided with a truck hauling scrap metal in Portage IN. The truck driver failed to stop at a crossing with a flashing signal. There were no injuries, but lead car 32 was damaged.

A DISPUTE BETWEEN Amtrak and the MBTA is being settled, NARP reported on Nov 4. The disagreement is how much money MBTA owes Amtrak for dispatching and maintenance on MBTA-owned segment of the NE Corridor—the Boston—Rhode Island line. The quality of Amtrak's dispatching was not a problem, NARP said, but the MBTA may have the B&M take over Amtrak's functions. The service to the public would not be affected.

MIAMI METRO RAIL'S opening has been delayed from the Dec 18 date previously set. Several months' more of testing have been requested.

ATLANTIC CITY EXPRESSWAY Authority in New Jersey said Nov 19 that it will contribute some of its revenues—$2.5 million or more per year—for other transportation programs inthe southern part of the state, breaking a tradition of keeping all its revenue for itself.

PORTLAND, OREGON OFFICIALS say that construction of their light-rail line is running on schedule. The first two or three cars from Bombardier will be delivered in December. They will be sent first to the DOT's test track at Boulder, Colorado for testing. The first car was expected to roll off the Bombardier assembly line Nov 4 (at Barre VT), and Oregon officials were heading there for the unveiling. A two-mile section of track will be finished in Portland so that testing can begin there in February. Electrification work is now underway. It is being done by Seimans-Allis, Inc. of Atlanta.

PITTSBURGH'S LIGHT RAIL system will not be completed until mid-1985. Opening had been scheduled for Thanksgiving Day a year from now. The prime contractor on the project has been blamed for the delay.

METROPOLITAN TRANSIT AUTHORITY in Houston last month got a new appointee, Jack Linville, who favors a commuter rail system. He said that the use of existing tracks in the area would be most expeditious.

NEW YORK'S MTA has an office of Inspector General, set up by Gov. Cuomo earlier this year to be a watchdog over the transit agency. The Inspector is Sidney Schwartz, who according to the New York Times has created a good deal of resentment among MTA officials and employees for his prying into their operations. However, supporters of the Governor's move to improve the agency say that the independent status of the Inspector General is necessary to assure that problems that may exist are uncovered. New MTA chairman Robert Kiley says there is a problem with the type of inspection being done, altho he admits that it is needed. In other news, Kiley on Nov 15 named three people whom he favors as the next president of the MTA. They are David L. Gunn (of Philadelphia's system), Richard Sklar (from San Francisco) and Norman Steisel of New York.

Baltimore Metro Opens

BY KENNETH A. MAYLATH

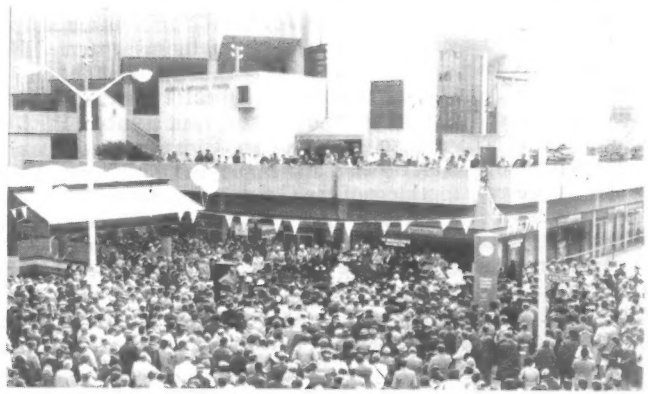
November 21, 1983: A date to note in transit history—the date that the Baltimore Metro carried its first paying passengers. At 5:03am on that date the first Budd-built train rolled out of the Reisterstown Plaza Station, eight miles from Charles Center in downtown Baltimore. It arrived at Charles Center 16 minutes later, as scheduled. The first paying passenger was a man who waited at Reisterstown Plaza for 17 hours to have that privilege.

Operations during the first day were relatively smooth. There were some minor delays and some problems with the bill-changing machines. But the fare gates seemed to be working well. The cars had been tested with simulated operations as well as several days of free rides, culminating in the main ribbon-cutting ceremony on Saturday morning the 19th at the Charles Center Station.

It was a mostly cloudy, mild Saturday morning when Maryland Governor Harry Hughes and other dignitaries strode onto a speaker's platform at the west entrance to the station. A common theme sounded by the Governor and others had to do with future expectations. The eight-mile line which opened at a cost of almost $800 million is the start of something bigger. The question at this point is how much bigger and how soon? A six-mile extension into Baltimore County is already under construction. Indeed, Maryland Senator Charles Mathias announced a $40 million federal grant during the ceremonies to continue construction. A short extension east of downtown Baltimore to the well-known medical facility at Johns Hopkins Hospital is quite likely with the use of diverted Interstate Highway funds. (Estimated opening times: 1987 for Owings Mills and 1992 for Johns Hopkins Hospital.)

Mass Transit Administrator Dave Wagner predicted a growing public demand for additional lines. Baltimore Mayor William Donald Schaefer called the first segment only a beginning—and called on Washington for a major commitment to mass transit. Governor Hughes picked up that theme after noting the difficulty in getting construction underway in the mid-70's. (A vote on state funding survived by a single vote in the legislature at the time.)

Also on hand was Ralph Stanley, who was making his first public appearance as head of the Urban Mass Transit Administration. Stanley had been confirmed the previous day as Congress rushed to complete its business and adjourn until January. He stressed the Reagan Administration's interest in federal-private cooperation as exemplified in real estate development around transit stations.

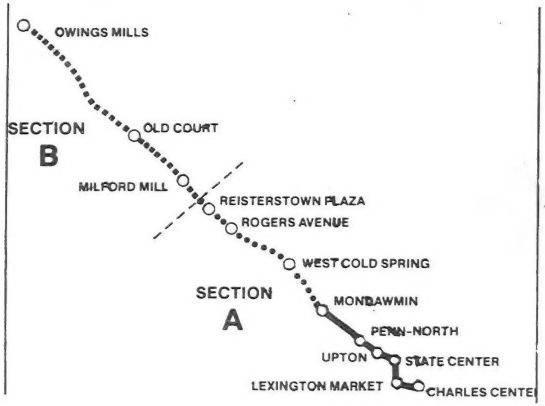


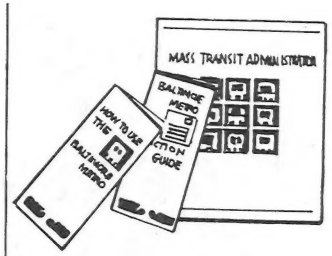
Opening day scenes on the Baltimore Metro.
(Above:) A train loads at Charles Center Station. The train operator, with a two-way radio, leans out the cab window.
(Page 12:) Crowd gathered for the dedication ceremonies at Charles Center Station.
(Below:) Interior of a train car, and second-level interior and escalator at Charles Center Station.

Shortly after 11am the ribbon was cut and the dignitaries trooped down the escalator for a ride over the entire system. The general public wasn't far behind, and thousands rode to Reisterstown Plaza and back until 4pm.

The cars lack a futuristic design of BART or carpeting on the floor, but the ride is smooth and acceleration brisk. Station design is attractive, altho not quite on the scale of Washington. Six stations are undergound; the other three are above ground level, adjacent to the former Western Maryland mainline to Hagerstown. Free parking is available at the outer stations, while the Mondawmin Station is built under an existing shopping center.

The Baltimore Metro could have opened at least two months ago, but the hangup was a lack of cars. Baltimore ordered jointly with Miami, and delivery was delayed by a strike. MTA officials would not set an opening date until more than 50 cars were available and ready for service. Fourteen additional cars will arrive next spring. Some of Baltimore's order was sent to Miami in order to facilitate the start of service there in December. But that debut has been postponed due to other problems. Still, the equipment will not be diverted to Baltimore because it is being painted and lettered for the Dade County transit operation.

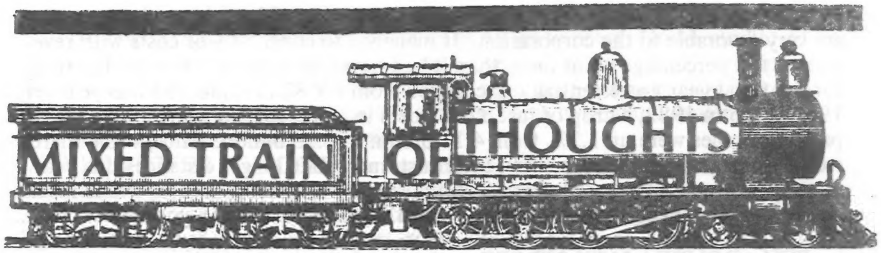




Metro information recording 659-2700
Metro/bus information 539-5000

For now, Baltimoreans will be able to ride Metro from 5am to 8pm Monday thru Friday. Trains run at 7½-minute intervals during rush hours and 10 minutes at other times. Local merchants pushed for Saturday service during the holiday shopping season, but that's unlikely at this time. Operations will expand to weekends at a date to be announced later. Only one bus line has been realigned in a minor way to interface with Metro. The MTA will hold hearings later on the more extensive bus changes expected in the next few months. Metro fares are the same as on buses—75 cents basic, 10 cents extra to the Reisterstown Plaza Station because it's located in the next fare zone. Transfers to and from buses are allowed in similar fashion to bus-to-bus transfers—at a 10-cent cost.

Plans drawn up in the 60's and early 70's called for a 70-mile system radiating in all directions from downtown Baltimore. Local and rural opposition, among other things, changed all that. The line to northwest Baltimore was chosen as the first because that corridor sees the heaviest use of buses. Eight more miles and a busway directly north to Towson seem assured. Beyond that, it will be a matter for future state and federal administrations together with local leadership. Acceptance of the present system by the traveling public in Baltimore will also have considerable impact on the shape of mass transit here in the years to come.



THE DERAILED EAGLE (see last issue, page 3) near Marshall TX was traveling at 73mph in a 75mph zone, but the question that has been raised is why wasn't a slow order inforce at the time, since a MoPac maintenance of way crew was working on the track at the time the train came thru. Passengers on the train reported seeing workers walking and running away from the track as the train approached. A small section of train had been replaced by the crew. Reportedly two freight trains passed over the replaced track without incident, before the arrival of the EAGLE. The four passengers killed in the wreck were identified as Sybil Fisher, 59, of Mineola TX, Dorothy M. Blask, 77, of Milwaukee, Alma Zahn, 69, of La Crosse WI, and Carol McDonald, 74, of Richardson TX. The cause of the derailment was said to be a faulty track, but the final results of several investigations won't be available for awhile.....

★★★

THE FORT WORTH Star -Telegram ran a nice editorial on Nov 18, six days after the derailment of the EAGLE. It was entitled "Trains are still safe," and it made the point that trains are one of the safest modes of travel—far safer than automobiles—and that there are really very few rail passenger fatalities, but when there are they receive a lot of attention in the press simply because of the unusual character of the accident. Incidentally, NARP said that Amtrak still plans to run the EAGLE daily during the Christmas season.....

THE SOUTHWEST LIMITED on Dec 28 will operate thru St. Louis instead of on its regular route, in order to pick up some 500 persons there who want to travel to the Rose Bowl in Pasadena CA. Can you think of another instance in which Amtrak detoured a major train to pick intending paying passengers? Train 4 will take the place of the ANN RUTLEDGE for that run, and the ANN RUTLEDGE wil protect the usual Galesburg route of the SOUTHWEST LIMITED. Nearly all of the train's space will be occupied by the Rose Bowl group.....

★★★

STATE OF NEVADA last July requested of Amtrak a study of extending the SPIRIT OF CALIFORNIA from Sacramento to Reno. Amtrak sent them the results of its study on Nov 1, and rail supporters were elated by Amtrak's conclusions. The rail corporation calculated that an Oakland-Reno service would cover 56.5% of its costs by revenues—more than the 55% limit set by the Deukmejian Administration in California. It would draw88.3 passenger miles per train mile, again exceeding the criterion of 80 PM/TM. Amtrak didn't calculate figures for the entire Los Angeles-Reno route, since the SPIRIT is now discontinued. But the figures for the Oakland-Reno route were so favorable that it was nearly tantamount to Amtrak enthusiastically supporting the idea. Amtrak's projected schedule was a 9am Oakland departure with a 3:35pm Reno arrival; a 3pm Reno departure with a 9:55pm Oakland arrival. Nevada asked for new stops at Soda Springs and Roseville CA. Amtrak said that the SP was objecting to a Roseville stop, and hadn't commented yet on the Soda Springs stop. The train would use one F40 locomotive, an 84-seat Amcoach and an Amdinette daily, and on weekends two more 84-seat Amcoaches. Two sets of equipment would be required to run the train. The state would have to pay $1,118,000 the first year, and this could come either from California or Nevada or from both states together. (A Los Angeles reader reports that radio station KFWB on Nov 10 reported that the latest SPIRIT OF CALIFORNIA ridership figures put it in the category that would allow continuation, if it had not already been discontinued).....

AMTRAK'S FINANCIAL FIGURES for Fiscal Year '83, which ended Sep 30, are very favorable to the corporation. It managed to cover 54% of costs with revenues, a full percentage point more than it had hoped to achieve. Its ridership total for the fiscal year was essentially unchanged from FY 82 (19,038,563 this year versus 19,042,325 in 1982, a drop of just 3762 riders in this recession year). But total passenger miles were up 1.3%, from 4.17 billion to 4.23 billion. Thus, while there were just slightly fewer passengers, their customers rode longer distances this year. Amtrak's revenues increased, from 558 million to 664 million dollars—which means not only that passenger miles increased, but that fares increased a goodly amount.....

★★★

PHILADELPHIA 30TH STREET station is celebrating its 50th anniversary on Dec 15. For the occasion, a holiday railroad show will be put on by Amtrak and the Association of American Railroads. It will be open to the public on Dec 17.....

AMTRAK'S AUTO TRAIN continues to run smoothly. The train has reduced its train size: on Nov 8 train 52 carried 17 passenger cars and 20 auto carriers; on Nov 10 train 52 had 14 passenger cars and 12 auto carriers; on Nov 10 train 53 had 17 passenger cars and 20 auto carriers (all notes taken at Sanford). The following AUTO TRAIN consist was recorded at Savannah GA on Nov 19, for the northbound train: engines 700 and 714 (P30's); cars 2467, 2442, 2880, 2222, 2221, 2220, 25122, dome 9402, 3123, 8700, 8603, 8701, 25121, 25120, dome 9404, 25124 and 16 auto carriers. A sixth P30 engine, no. 711, was used on the train, coming into Sanford on Nov 10. The other five in use are 700, 705, 707, 714 and 724. At that time (Nov 11) there were four Amfleet coaches, one dome coach and 11 tri-level auto carriers parked at Sanford. The P30 locomotives are used in pairs which each make only one round trip per week. The reduction from three to two engines per train took place on Nov 9. RS3 engine no. 106 continues to sit idle at Sanford. Timekeeping at Sanford has been good, with most trains arriving early—times varying from 8:20am to 9:25am—except for one day, Nov 13, when the train reached Sanford two hours late, at 11:30. (Scheduled arrival time is 9:30.) At the right is an unusual AUTO TRAIN photo, taken by reader Joseph L. Oates. It shows the first actual AUTO TRAIN test run, of Oct 8. The scene was Deland FL, where the 43-car train was backing up to make a brake test. The train had started out from Sanford at about 8:05am.....

TIMETABLE ERROR DEPARTMENT: A SEPTA employee has pointed out an error in the new system Amtrak timetable. In the Philadelphia-Harrisburg schedule, train 611 operates daily, but the schedule shows it not operating on Saturdays.....

CITY OF TULSA has offerred to build a $100,000 station, out of its own funds, for Amtrak if the rail corporation will return to Oklahoma.....

SEATTLE-PORTLAND ROUTE will have a roundtrip fare promotion during the period of Dec 1 thru Mar 31. A roundtrip will cost just the price of a one-way ticket plus one dollar.....

CITY OF RAWLINS, Wyoming was totally stranded in terms of public transportation when the Greyhound strike began. With Amtrak gone from the state, Greyhound was the only public transport company left in Rawlins.....

THE GREYHOUND STRIKE continues as we go to press. Greyhound hired new people to replace strikers and resumed limited service on Nov 17. The company advertised half-price fares. There were scattered reports of violence. The Mayor of San Francisco asked the state to halt Greyhound runs to preclude violence. Talks with strikers are apparently continuing.....

OHIO VOTERS REJECTED this month a tax repeal amendment that would have made it impossible for the state to support rail passenger service.....

MICHIGAN RAIL SUPPORTERS are still being asked to contact their state legislators in support of five bills that would allow the state to set train speed limits, thus eliminating frustrating delays experienced by Amtrak runs.....

THE PENNSYLVANIAN had an extension of service starting Oct 30, with trains now running thru Pittsburgh-New York City. RTN reader and KARP member Bob Abraham was on hand for the inaugural, passing out brochures and apples to passengers, and homemade cake. The consist of the first train at Pittsburgh was engine 266, and cars 21200 & 21867 Amcoaches, 25109 Amfleet II coach, and Amdinette 20211. Mr. Abraham is confident that the train has the potential for a very successful daytime service complementing the BROADWAY LIMITED.....

THE SOUTHERN PACIFIC wants to abandon the Petaluma & Santa Rosa Railroad in Sonoma County, CA. A group of local businessmen are investigating purchasing the line from SP to continue freight runs and to set up tourist excursions into the wine country.....

News in this issue is updated thru November 27, 1983.

New Amtrak Car Sale

BY KARR N. UMBRE

Much to the dismay of many rail passenger advocates, and apparently without full knowledge of many high-ranking Amtrak brass, a new car Sales Offer (No. 84-006) was released on Nov 10. The cover page of the proposal bears this rather puzzling statement: "This is the last major offering of passenger cars." Exactly what does that mean?

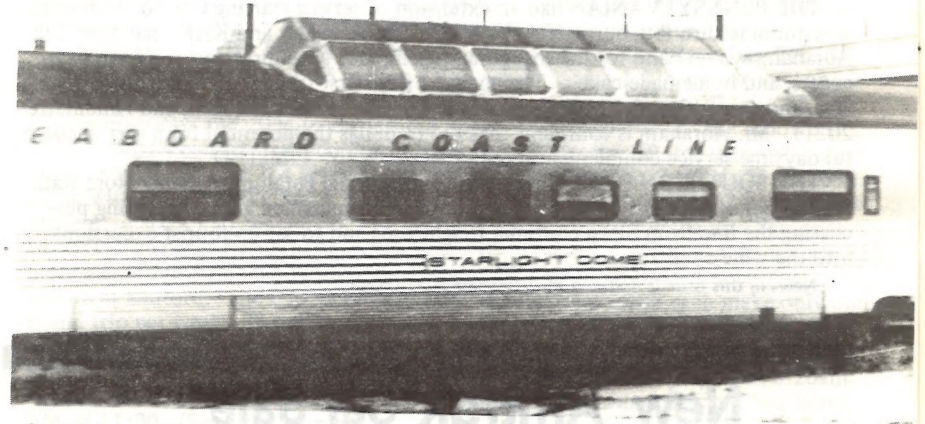
Without knowing the actual physical condition of most of the cars on the list, other than many of the 5400, 5600 and 6000 series day coaches stored at Perryville MD, this author is amazed that Amtrak is selling several of the cars. This particularly means such cars as three of the four sets of Twin-Unit Diners 8800-8805, all of which were sent to Beech Grove several months ago, it was rumored, for HEP and use on the AUTO TRAIN. Why did they hold onto 8806 and 8807, the fourth set?

CZ dome sleeper observation cars 9252 and 9250 are for sale, while 9251 is not on the sale list, still being held at Beech Grove. The 9310 held at Seattle still appears to be in very good condition. The 9501, 9540 and 9560 are dome coaches that have non-legrest seats, so Amtrak must consider them "unmarketable." Also, the 9500, 9542 and 9544 stored at Los Angeles as well as 9801 and 9810 all probably have been homes for transients, and may be burnt-out shells by now. The three ex-SUPER CHIEF domes, 9350, 9351 and 9354, are Pullman-Standard-built cars, and as in most cases of cars of this type of construction, would be very expensive to repair and convert to HEP. They are not fully constructed of stainless steel, as are the Budd-built cars, and suffer from severe rust and corrosion in the superstructures due to water seeping under the stainless steel fluted siding. The 9201 dome sleeper stored at Los Angeles has extensive fire damage. This covers all the dome cars on the list.

The 32 day coaches stored at Perryville (5400, 5600 and 6000 series) all appear in fair to good condition. I am sure that they will all have buyers for further use in

foreign intercity and/or domestic commuter service. As for the dining cars,—8025, 8017, 8011 and 8012—these cars must be in sad shape too. Diners 8040 and 8043 are pre-WWII cars built by Budd, and have the waffled-type center sill, and are not acceptable by Amtrak for HEP conversion.

Much to the amazement of many who have seen the sale list, sleepers 2649 and 2650-2655 are on it. These are also ex-CZ 10/6 sleepers and have windows opposite each bedroom door in the corridors. This is a feature built only into the 10/6 cars that ran on the CZ, for sightseeing purposes. Sleeper 2239, named "Elberton", received wreck damage coming into Chicago one day on train 4, the SOUTHWEST LIMITED, just before the introduction of Superliners, os it no doubt would be too expensive to convert to HEP. The same can be said for ex-SUNSET LIMITED baggage-dorm 1533, which was in the same accident at Chicago.



Amtrak low-profile dome sleeper 9201, shown here in its pre-Amtrak livery and known then as "Starlight Dome," is among those cars to be sold in the latest Amtrak sale. RTN photo.

Sleeper-lounge 3209, stored at Beech Grove, is another example of the type of car Amtrak should have converted to HEP for use as a first-class lounge car for trains such as the BROADWAY, LAKE SHORE and SILVER trains to Florida. Why Amtrak's so-called marketing department can see no use for this type of car is beyond reason. At one time Amtrak had at least a dozen sleeper-lounge-type cars which could have solved this problem of no special lounge area for first class passengers. The recent sale of 3260, the "Wingate Brook", to a group in the Chicago area still makes my blood boil. So much for the sale list.

Amtrak has another list of cars that appear in the Oct 24, 1983 Equipment Register & Maintenance Assignment Book under the category "XXX" (Stored—stored for future use or pending retirement). In addition, 14 cars are listed under the HEP section, which means they are in Beech Grove shops for conversion to HEP. This is a list of those cars: Baggage-dorms 1409, 1418, 1425. Diners 8530 ex-DRGW 1115, 8529 ex-Amtrak 8026, 8521 ex-Amtrak 8380, 8522 ex-Amtrak 8381, 8524 ex-Amtrak 8383, and 8525 ex-Amtrak 8384. Sleepers 2479 ex-Amtrak 2706. Dome coaches 9408, 9409, 9410 and 9411. These are ex-Amtrak dome cars 9486, 9465, 9471 and 9475 respectively. The six diners previously listed appear to be for general service and not AUTO TRAIN service, since they are not numbered in the 8600 and 8700 series as the AUTO TRAIN food cars are numbered.

The XXX list contains 102 cars of which all but four are Budd-built all-stainless steel cars. Thos not Budd-built cars are baggage cars 1036 and 1098, baggage-dorm 1451 and legrest chair car 4552. The other 98 cars are as follows: 4412, 4414, 4417, 4419, 4423, 4430, 4840 (ex-DRGW 1120), 4841 (ex-DRGW 1121), 5011, 5012, 5013, 5014, 5015, 5016, 5017, 5018, (car 5010 of this series was previously sold due to fire damage). These 5000-series cars were built for the 1956 DENVER ZEPHYR.

Dome legrest coaches include the three ex-DRGW cars now numbered Amtrak 9446, 9447 and 9448; also 9450, 9451, 9452, 9454, 9456, 9457, 9458, 9460, 9463, 9467, 9469, 9470,9476, 9484; also 9466, 9472, 9473 and 9474 which are presently leased to the Alaska Railroad. Three more dome coaches with non-legrest seats being held are 9545, 9561 and 9562, ex-TWIN CITIES ZEPHYR cars. Dome sleepers held are 9210, 9211, 9214, 9222, 9223, 9225, and 9251, previously mentioned as not being sold, for some strange reason. Dome lounge cars being held are 9320, 9321 and 9331, as well as Big Dome 9364, which I understand is being used for parts to complete Big Domes 9300, 9301 and 9302, the three ex-GN Great Domes being converted to HEP for AUTO TRAIN service, which is to begin in March, 1984.

Other cars on the XXX list include lounge car 3329, one of the ex-PRR CONGRESSIONAL cars. Ex-Santa Fe Hi-level diners 9980-9985 are still on hold at Beech Grove for future conversion to HEP, and modified to a diner-lounge type-car for use on trains 25, 26, 35 and 36. This program was held up for higher-priority programs, namely the AUTO TRAIN. Also still on hold are the two original ex-Santa Fe Hi-levels, 9900 and 9901. Seven other coaches with non-legrest seats being held are 5801-5, 5807 and PC 1586, a CONGRESSIONAL coach that has never received an Amtrak number. This is the same type of car used to make the 7800-series Clocker Service cars. Also on the list and held at New Orleans are ex-Southern coach-lounge cars 3850-3855, a total of six. Finally, a total of 20 sleeping cars (19 10/6 cars and one 11-bedroom car) are on the XXX list. They are 2200, 2655, 2663, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678 (these nine previous cars of the 2670 series were among the last Budd-built sleepers constructed in 1956 for the DENVER ZEPHYR and they have roomettes on each end and bedrooms in the center of the car), 2700, 2704, 2705, 2707, 2708, 2798, 2834, and 2836.

CARS & CONSISTS

***AUTO TRAIN, train 52, Sanford FL Nov 1: engines 714, 724, 700 (P30's); cars 2467 slpr, 2442 "Cottonwood Grove" slpr, 2880 "Pacific Beauty" slpr, 2222 slpr, 2221 slpr, 2220 slpr, 25122 Amfleet II coach, 9402 dome coach, 3123 "General Lafayette" lounge, 8700 buffet car, 8600 table car, 8701 buffet car, 9407 dome coach, 25114 Amfleet II coach, 9404 dome coach, 25124 & 25123 Amfleet II coaches, 20 tri-level auto carriers, 3 bi-level auto carriers.**

***MAPLE LEAF, train 63, Rochester NY Oct 14: engine 338; cars 21017, 21160, 21047, 20222.**

***SILVER STAR, train 81, New York Nov 5: engine 956 (E60); cars 1626, 25008, 25054, 28011, 2095, 2458, 8528, 2453, 3117, 25051, 25053, 25060, private car obs-lounge St. Lucie Sound (NY-Washington).**

***LAKE SHORE LIMITED, train 48, Albany Nov 1: engines 383, 344; cars 1164, 1171, 2913 "Pacific Gardens", 25085, 25096, 3100, 8527, 25097, 25100, 2439 "Pacific Lodge", 2097, 1617.**

***EMPIRE BUILDER, train 8, Seattle Nov 23: engines 301, 295; cars 1243, 39921, 31036, 34074, 34017, 38012, 32062, 39950 (last car to Spokane).**

***PIONEER, train 25, Tacoma Nov 23: engine 323; cars 38034, 31027, 34027, 34082, 32014, (on at Portland:) 39945, 39946.**

***MOUNT RAINIER, train 797, Tacoma Nov 23: engine 330; cars 39962, 34003, 34008.**

LETTERS (continued from page 5)

and San Antonio and El Paso via Del Rio and Sanderson would no longer have service. It would also make direct connections with the CRESCENT at New Or-

leans in each direction. Simply stated, it would bring the SUNSET LIMITED to the Dallas-Ft. Worth area (via Houston) to meet the EAGLE instead of the EAGLE going to San Antonio to meet the SUNSET. With the exception of the addition of train miles between Newton and Ft. Worth, it would not add train miles.

John A. Mills
Topeka, Kansas

QUOTES OF THE WEEK***

"I believe that our fare policies with respect to the Spirit of California gave this train a reasonable chance to demonstrate public demand for the service. Unfortunately, the train's introduction coincided with a period of severe airline price competition and one of the worst recessions in the postwar period. These factors severely restricted the ability of the train to perform at a level satisfactory to the new administration in the State of California."

—Amtrak President Graham Claytor in letter to California rail supporter, Nov 17.

SLIP OF THE MONTH CLUB***

"Amtrak's California Zephyr is hauling twice as many passengers from Denver to Salt Lake City through Colorado than when the Rio Grande Zephyr ran the westward route through Wyoming."

—Bruce Wilkinson in the Denver Post, Nov 12.

(Maybe a hundred times as many.)

RAIL FANTRIPS

Dec 3-4: St. Louis-Kansas City trip on MISSOURI MULE incl overnite in KC, lunch & breakfast both days. $168/person double occup. American Association of Railroaders Inc., 3422 Osage Street, St. Louis MO 63118. 752-3148 after 4pm.

Dec 11: Santa Claus Special—spec Atk train on MoPac riding "River Line" & "downtown high line" viewing St Louis on circle tour possible only by rail. $12; $16 1st class club car (limit 50). Lv 3pm, return 4:30pm. Same address & telephone as above.

Dec 11 & 18: Santa Claus Special on Providence & Worcester, 1½-hr ride; departs at 11am, 1pm & 3pm. $6; 1st class obs car $8. Lv from Worcester MA. Providnce & Worcester Railroad, PO Box 1188, Worcester MA 01601.

Dec 9 & 16: "The Christmas Spirit" on Providence & Worcester, lv from Worcester MA 6:30 pm, return 10pm. $14 coach, $20 obs car. Christmas party on board the train. Bar & food service. Providence & Worcester RR, PO Box 1188, Worcester MA 01601.

Dec 17: Holiday excursion St. Louis-Jefferson City, visit Missouri Governor's Mansion. Box dinner enroute, bus one way, train the other. Lv 4:15pm Atk station, return 11pm. $28. American Association of Railroaders Inc., 3422 Osage St, St. Louis MO 63118. 752-3148.

Dec 31-Jan 1: Special Happy New Year train party, Atk train on MoPac, 200 miles St. Louis-Chamois MO. Cash bar, cafe car with light meals, music, champagne, train whistle salute at midnight. $39. 1st class Pullman may be avail. Same address & phone as above item.

Jan 15, 1984 departure for 13-day rail tour thru India. Ride "Palace on Wheels"—20 antique RR cars built 1910-36 for maharajas. $3650 for land portion of trip. Society Expeditions, 723 Broadway East, Seattle WA 98102. 800-429-7794. In Wash. State, 206-324-9400.

Send large SASE when responding to listings. One Rail Fantrips listing is free. Send info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

AMTRAK—VIA RAIL CANADA—EURAILPASS—OCEAN LINER CRUISES—RAIL TOURS—RAIL EXCURSIONS—CHARTER RAIL CARS. Arrangements by phone or appointment—use your credit card—tickets mailed promptly. A fully appointed travel agency with masters of ship and rail travel. GREAT WESTERN TOURS, Sheraton Palace Hotel, Suite 900, 639 Market Street, San Francisco CA 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

GISELLE'S TRAVEL CORP at 1215 4th St. Sacramento CA 95814, Phone: (916) 446-1211 offers rail tickets on AMTRAK—VIA (CANADA)—EURAILPASS along with tours and accommodations in cities to which you are traveling. Let Giselle's help you take your next memorable rail trip.

COME! Ride the railways of the world with "The International Railway Traveler." IRT is a unique, bimonthly mini-magazine which explores modern rail travel world-wide, from Spain to Siberia, Norway to New Zealand. Regular subscription is $15; $10 special, limited-time offer to NARP and Transport 2000 members. Sample copy $2.50. Write IRT, Dept R, P.O. Box 35067, Louisville, KY 40232. (502) 456-1028.

The people of Cut Bank, Montana are fighting Amtrak's decision to close Cut Bank's Amtrak ticket office. Contributions are needed to keep the pressure on Amtrak. Send them to Cut Bank Chamber of Commerce, Box 1243, Cut Bank, Montana 59427. Support the town that is challenging Amtrak's policy of unmanning all small stations. After all, your town could be next...

OFFICIAL Ass'n of Railway Museums First Day of Issue cover, with 4 streetcar stamps, $2.00 each. Also, special Oct. 1st STreet RAilway Post Office cancellation, Trolley Station Kennebunkport ME with Transportation series stamps, $1.25 each. Send SASE to Ass'n of Railway Museums, P.O. Box 3454, Portland, ME 04104.

WHAT IS the AMTRAK board's legal authority for their refusal to comply with the audit, account & obligation provisions of secs. 9105 to 9108, title 31, UNITED STATES CODE?

WHAT IS the purpose of the AMTRAK board of directors denying that AMTRAK is a "Government controlled corporation" as defined in sec. 103, title 5, UNITED STATES CODE?

UNDER WHAT legal authority can the AMTRAK board declare that AMTRAK is not an "Executive agency" under section 105 of title 5 of the UNITED STATES CODE?

RAIL SERVICE ADVOCATES desiring to serve as incorporators of the RAIL TRAVEL PROGRESS INSTITUTE—a public-interest group designed to serve the area west of the Mississippi—are invited to contact Alfred E. Ehm, 170 Carousel, San Antonio TX 78227. Required are $100 incorporator fee & willingness to actively assist in organizational activities

NORTHERN CALIFORNIA RAILROADS: THE SILVER AGE, 1945-1960, by Fred Matthews. Photographic history of the era when interurbans, steam and streamliners overlapped in a rich tapestry of rail operations. Vol. I includes electrics, standard pass. trains, Valley, Sierra, desert. 224pp, 48 full color, 160 b&w, maps; 8½x11. $32 at bookstores or from Sundance Publications, 250 Broadway, Denver CO 80203.

"Issues in American Rail Travel", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & post. Full details will be given later inRTN. PO Box 9007, Berkeley CA 94709

What's Doing at Beech Grove

The following cars were reported as being in storage on Conrail tracks at Beech Grove because of lack of storage space at Beech Grove, according to a list prepared by Amtrak in August:

Steam generator 619, bag-dorm 1451, coach PC1586, snack-coach 3346, HEP coaches 4021, 4022, 4023, 5000, coaches 4423, 4552, 5014, 5018, 5267, 5803, 5805, and 6068; diners 8300 & 8302, diner-lounge 8324; dome sleeper 9252, dome lounge 9320, dome coaches 9321, 9331, 9451, 9456, 9467, 9484, 9540, 9560, and 9562; Hi-level coaches 9900 & 9922; Hi-level diners 9980, 9981, 9982, 9983, 9984 and 9985; buffer car 10610; hopper cars 11555, 11606, 11630, 11701, 11703; unidentified car 16342.

NOTES ON THE ABOVE: In the above list, cars 9321 and 9331 are identified incorrectly as coaches; they are dome lounges. Cars 3346 and 9252 are identified as "retired." Nearly all the remaining cars in the list are identified as being on Amtrak's "A" list (for highest-priority cars to retain). Cars 6068, 9451, 9456, 9484 and 9562 are listed as "A" list in "permanent storage."

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AMTRAK RIDERSHIP FIGURES

September 1983 figures. (See RTN 277 for August figures.) First column contains ridership counts. Second column gives percentage change from September 1982. This was a very good month. Note that overall ridership was up 7.8%.

METROLINERS	89,335	11.8
NE CORRIDOR CONVENTIONAL	428,556	-9.7
NEW ENGLAND METROLINERS	5,285	--
NEW HAVEN-SPRINGFIELD	18,034	15.6
NEW YORK-PHILADELPHIA	192,404	23.3
PHILADELPHIA-HARRISBURG	61,977	.5
NEW YORK-HARRISBURG	21,522	-6.5
TOTAL NE CORRIDOR	817,113	.8
NY-ALBANY-NIAGARA FALLS	60,552	7.3
CHICAGO-ST. LOUIS	19,228	29.4
CHICAGO-MILWAUKEE	11,030	23.2
CHICAGO-DETROIT-TOLEDO	28,951	17.9
CHICAGO-CARBONDALE	10,536	15.5
CHICAGO-QUINCY	6,097	45.0
LOS ANGELES-SAN DIEGO	92,451	24.3
SEATTLE-PORTLAND	6,310	63.6
WASHINGTON-MARTINSBURG	13,265	-9.8
OAKLAND-BAKERSFIELD	14,635	39.3
NEW YORK-MONTREAL	6,525	-8.0
CHICAGO-PORT HURON-TORONTO	8,115	55.0
MINNEAPOLIS-DULUTH	7,111	42.9
CHICAGO-VALPARAISO	17,643	-12.6
CHICAGO-INDIANAPOLIS	4,559	43.4
CHICAGO-KANSAS CITY	6,862	17.3
PHILADELPHIA-PITTSBURGH	5,677	-18.8
PORTLAND-EUGENE		--
LOS ANGELES-SACRAMENTO	7,194	42.7
MIAMI-TAMPA	2,796	--
TOTAL SHORT DISTANCE	329,537	17.6
WASHINGTON-MONTREAL	8,889	-12.2
NEW YORK-FLORIDA	43,180	22.6
CHICAGO-NY/WASHINGTON	21,370	8.9
CHICAGO-CIN-WAS-NY	5,445	15.5
CHICAGO-SEATTLE/PORTLAND	32,835	18.9
CHICAGO-OAKLAND	34,925	62.4
CHICAGO-LOS ANGELES	19,186	-5.4
CHICAGO-NEW ORLEANS	13,772	15.9
CHICAGO-TEXAS	7,094	32.7
LOS ANGELES-NEW ORLEANS	5,948	11.8
LOS ANGELES-SEATTLE	38,227	17.1
CHICAGO-NEW YORK/BOSTON	27,966	1.8
BOSTON-NEWPORT NEWS	5,966	36.8
NEW YORK-SAVANNAH	11,127	20.6
SEATTLE-SALT LAKE CITY/CHIC	12,016	20.9
NEW YORK-NEW ORLEANS	19,963	39.0
LOS ANGELES-OGDEN-CHICAGO	10,714	12.4
TOTAL LONG DISTANCE	318,623	18.4
SPECIAL TRAINS	1,600	60.0
SYSTEM TOTAL	1,466,873	7.8

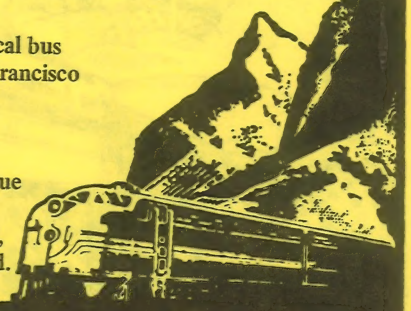
WINTER RAILS

ON THE MC CLOUD RIVER RAILROAD

Alco 2-6-2 No. 25, under steam again, will power a nostalgic rerun of the scenic Snowball Special over the spectacular Mt. Shasta route during Washington's Birthday Weekend, February 18 & 19, 1984.

Convenient Amtrak and economical bus packages are available from San Francisco Bay Area.

Contact Great Western Tours for detailed flyer. Space on this unique excursion is strictly limited. Tickets may be ordered by phone, and most credit cards are accepted.



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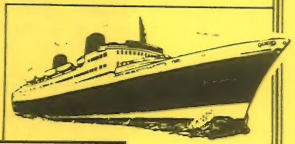

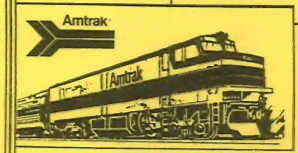

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